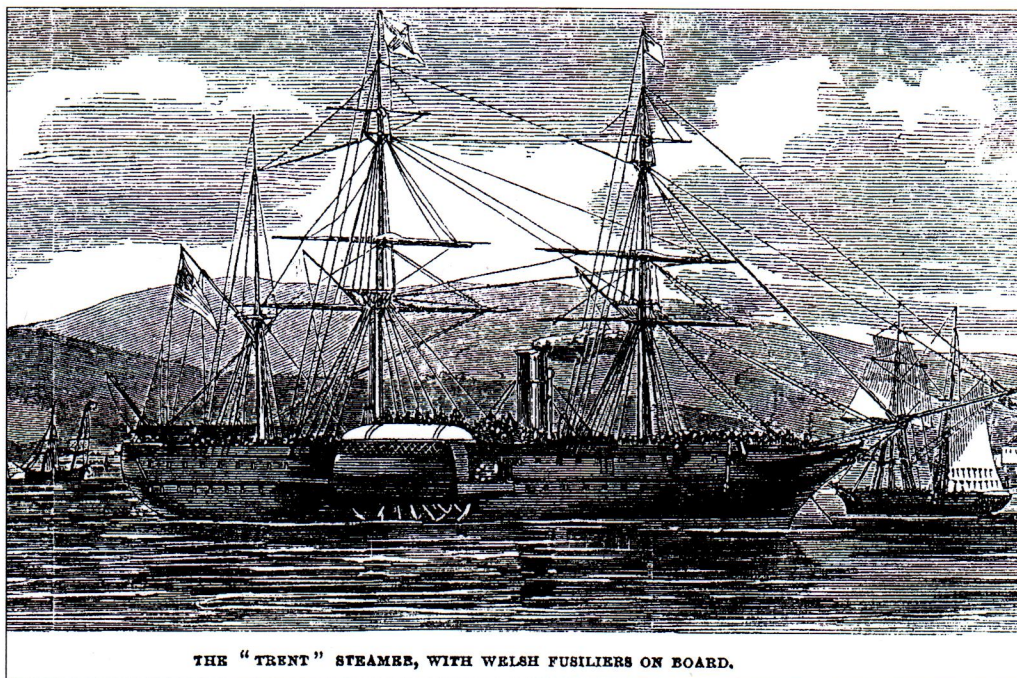


“The Career of RMS “**Trent**””

Compiled by Dr Douglas J. Austin (with help from many friends*) : 31st March, 2004



THE “TRENT” STEAMER, WITH WELSH FUSILIERS ON BOARD.

The “Trent at Gallipoli” : “Illustrated London News”, p.493, May 27th, 1854

TIMES ONLINE SEARCHES: Dr Douglas J Austin [December 13th, 2003]

mail AND trent AND orinoco (1850-1860) => 37 articles

Of those 37 articles, 15 are on "Business" (B1:-B15:), 1 is on "Advertising" (A1:), 1 on "Editorial" (E1:), 11 on "News" (N1:-N11:) and 9 on "People" (P1:-P9:).

[Tracking “Orinoco” (because Lt.Chapman was her “Commander” in 1852.]

[Tracking “Medway” (because she may have been “TRENT”’s sister ship.]

3 items "Witnesses" textfile (W5:-W7:): 3 items Doug Morrison e-mail (M1:-M3) : 20

Contract items usCriders e-mail (C1:-C20:) : 2 items Transport Returns from usCriders e-mail (T1:-T2) : 40 items “Times” trent (01/01/1854-31/12/1854) (S1:-S40) : 2 items "War Diary" of the 6th Inniskillings" Sep 1854 : Extracts from WH Russell’s “The Great War against Russia”

* Friends include :- Peter Beeston, Larry Crider, Bill Curtis, Glenn Fisher,
Mike Hinton, Tom Muir, Doug Morrison and Derek Pardoe.
[My apologies are due to any unlisted.]

To improve legibility, ship names are in **BOLD** within quotes and “Trent” replaced by “**TRENT**”. DJA notes and comments within brackets – [thus]

- B1: Jun 9, 1851: "TRENT" at St Thomas's, West Indies.
- W5: Apr 2, 1852: RMS "**Orinoco**" (possibly her maiden voyage)
Lieutenant Chapman R.N. "Commander"
- W6: Apr 5, 1852: RMS "**Orinoco**" (possibly her maiden voyage)
Lieutenant Chapman R.N. "Commander"
- B2: Oct 1, 1852: "TRENT" at St Thomas's, West Indies.
- N1: Oct 18, 1852: "TRENT" is on the Spanish Main.
"**Orinoco**" (Lieutenant Philip Hast, R.N., commander) arrived
Southampton on Oct 16.
- B3: Dec 10, 1852: "TRENT" at St Thomas's, West Indies.
"**Orinoco**" arrived at St Thomas's on 20th Nov.
- B4: Dec 20, 1852: "TRENT" gone to Gulf of Mexico.
"**Orinoco**" arrived at Southampton with yellow fever on board -
quarantined.
- B5: Mar 9, 1853: "TRENT" at St Thomas's, West Indies.
"**Orinoco**" arrived at Southampton on Mar 8 with Lieutenant
Phillip Hast, R.N., as commander.
- B6: Aug 1, 1853: "TRENT" expected at St Thomas's.
"**Orinoco**" to leave Southampton on Aug 2nd.
- N2: Sep 26, 1853: "TRENT" (Captain Thomas William Sawyer) arrived at
Southampton on Sep 25.
"She...came home under easy steam (the second degree of
expansion) to economise on coals, and has made the run in 18
days. This steamer needs a thorough refit both of hull and
machinery, having been employed incessantly on the
intercolonial stations in the West Indies for the past two years.
It is said that out of the original crew which left Southampton
in this ship few remain alive, such being the sacrifice of human
life, arising from the deadly nature of the climate and the recent
prevalence of yellow fever, in this service."
- N3: Jan 28, 1854: "Southampton. The Royal mail steamship "TRENT", having
undergone a thorough repair, is appointed to take out the West
India and Gulf of Mexico mails of the 2d of February...The
"**Orinoco**", Captain Wilson, will be due here on the 1st of
February."
- S1: Feb 3, 1854: "Southampton, Thursday, Feb.2. - The Royal Mail steamship
"TRENT", Captain R.Revett, sailed this afternoon with the
mails for the West Indies, the Pacific, the Gulf of Mexico,

California, &c., in charge of Lieutenant de Lisle, R.N., Admiralty agent. The "**TRENT**" takes out 50 passengers, specie valued at 7,000l., jewellery valued at 6,956l., quicksilver (200 bottles) valued at 1,360/., and a full cargo of English and French merchandise."

- S2: Mar 18, 1854 "Southampton, Friday, March 17. – The gigantic new iron steamship "**Atrato**", Captain Wooley,...for the service of the Royal Mail Steam Packet Company, took her departure this afternoon with the West India, Pacific, and Central American mails, in charge of Lieutenant Latouche, R.N., Admiralty agent...The next mails from the West Indies and Pacific will probably be brought home by the steamer "**TRENT**", expected to arrive about the 19th or 20th inst."
- S3: Mar 21, 1854 "Southampton, Monday, March 20. – "The Royal Mail steamer "**TRENT**", from the West Indies, and the Peninsular and Orient Company's steamer "**Rajah**", from Constantinople, are hourly looked for, and are both overdue."
- S4: Mar 23, 1854 "Southampton, Wednesday, March 22. – The Royal Mail steamship "**TRENT**", Captain Revett, arrived this morning with the usual West India and Pacific mails, in charge of Lieutenant Gardner, R.N., Admiralty agent. Her dates are, - Greytown (Mosquito) Feb.20..(list of ports/dates)..St.Thomas's March 1. The "**TRENT**" has been retarded by strong easterly winds, and left St.Thomas's two days after time in consequence of the shortness of the month of February. She brings 28 passengers, and on freight from the Pacific ports, via Panama, specie value \$115,000 ; also, in dollars, \$50,072 ; silver bars, \$97,770 ; gold, \$88, 236 ; gold dust, \$249,310 ; gold bars, \$25,000 ; the total value being \$625,388, or say 125,100l. sterling. The freight list also comprises platapina, value \$1,000 ; pearls, value \$10,000 ; 133 serons of cochineal, 171 serons of indigo, 1 bale of tobacco, 51 bags of coffee, 49 bales of sarsaparilla, 19 casks of ginger, 2 cases of tortoise-shell, 254 serons of Peruvian bark, and 50 packages of sundries."

[Note: Webster's Dictionary:

\Se*ron", Seroon \Se*roon", n. [Sp. seron a kind of hamper or pannier, aug. of sera a large pannier or basket.]. Same as Ceroon. Note: This word as expressing a quantity or weight has no definite signification. --McElrath.

Ce*roon", n. [See Seroon.] A bale or package. covered with hide, or with wood bound with hide; as, a ceroon of indigo, cochineal, etc.]

S5: Mar 23, 1854: "Preparations for War...Southampton, March 22. – The Government has chartered from the West India Steam Packet Company their two paddlewheel steam-ships "**TRENT**" and "**Medway**", both of 1,800 tons burden and 450 horse-power. These two ships are to be used in the conveyance of troops in place of the "**Magdalena**", of 2,700 tons and 800 horse-power, previously taken up, belonging to the same company. The "**TRENT**" and "**Medway**" will be ready for sea in about six or seven days, and it is supposed they have been engaged for six months certain. They will make most admirable troopships, and may be made to carry with ease and comfort nearly 1,000 men each, owing to the peculiarity of their construction and the shelter afforded by the spar deck, thus leaving the main and lower decks available for berthing the soldiers. It is not yet known what regiments will embark by these vessels. The "**Magdalena**" is to leave Southampton on the 3d proximo with the outward West India mails."

S6: Mar 24, 1854: "The Pacific: ...Southampton, March 23. By the Royal Mail steamship "**TRENT**" we have received our usual files of journals and correspondence from the Pacific ports."

N4: Mar 28, 1854: "Preparations for War: ... "**Orinoco**" was one of the ships offered to Government by the Royal West Indian Steam Packet Company for the conveyance of troops, and she was the first ship of the expedition that arrived at Malta."...

(details of "**Orinoco**" trip starting from Southampton on Feb 23, took 990 men of the Coldstream Guards to Malta arriving on 4 Mar, to Gibraltar, embarked 973 men of the 44th Regiment and took them to Malta, returning to Southampton on Mar 27.)

[N.B.: Sailing/steaming speed ca. 6226 nautical miles in 28 days at sea = ca. 222 nautical miles per day!]

"The "**Orinoco**" is to be coaled, watered and provisioned immediately, and held at the disposal of the Government for further service, if necessary. She will be got ready for sea by Friday or Saturday next. The "**TRENT**" belonging to the same company, will be ready for the reception of troops on the 30th inst., and the "**Medway**" on the 1st of April. The "**Orinoco**" "**TRENT**" and "**Medway**" are capable of carrying three regiments. The two latter ships, after taking out troops are, we understand, to be employed for a considerable time in the Mediterranean and the Black Sea under Government orders."

N5: Apr 3, 1854: "Portsmouth, Saturday, April 1. The 23rd Royal Welch Fusiliers have received orders to leave this garrison on Thursday next, and to proceed to Southampton to embark, in

the West India Mail company's steamer "TRENT", for the East."

"Southampton, April 2. Official information has been received to-day by the Admiralty packet authorities that the 7th Fusileers will embark on Thursday next from this port by the Royal mail steamship "Orinoco" and the 23d Fusileers on Wednesday by the steamship "TRENT", both these regiments being under orders to proceed to the East. The "Orinoco" and "TRENT" will proceed probably, to Gallipoli, without touching at Malta. They are coaled and provisioned for a 16 days' run. Large quantities of military stores, including Minié rifles, musket ball cartridges, etc., have been shipped by them, the whole of the hammocks, bedding, etc., for the men are on board, and the vessels are quite ready for employment in the transport service. Fatigue parties of 50 non-commissioned officers and men are expected to arrive here on Monday from each regiment to attend to the shipment and stowage of the heavy baggage, and to make the requisite arrangements for the embarkation on Wednesday and Thursday."

N6: Apr 3, 1854: "Preparations for War: ...The 23d Royal Welch Fusileers, ordered to embark today at Southampton in the "TRENT" steampacket, for the East, were inspected yesterday in the Governor's parade-field within the garrison, in field service order, by their own Colonel-in-Chief, Lieutenant-General Sir George D'Aguilar, K.C.B., briefly harangued the men after inspection, and highly complimented them on their soldier-like appearance and general good conduct, concluding by a prayer to God to nerve them in the hour of battle and preserve their lives, that they might return with honour to their country, their wives, children, and friends. Two officers and 50 men, with the baggage, left the Landport station, Portsmouth, at 8 a.m. yesterday, for Southampton, to embark in the "TRENT"; the remainder of the regiment will follow, by rail, at 8 a.m. today."

S7: Apr 4, 1854: "Preparations for War: ...During the present week, upwards of 4,000 men will be despatched from England direct to Turkey, without stopping at Malta. They will be conveyed to their destination in five steamers, which are now waiting at different ports ready to embark them. Yesterday Brigadier-General Sir Colin Campbell and a portion of Lord Raglan's staff took their departure for the East...The 23d Royal Welch Fusileers, ordered to embark today at Southampton in the "TRENT" steampacket, for the East, were inspected yesterday in the Governor's parade-field within the garrison, in field service order, by their own Colonel-in-Chief, Lieutenant-General Sir George D'Aguilar, K.C.B. The gallant general briefly harangued the men after inspection, and highly complimented them on their soldier-like appearance and general good

conduct, concluding by a prayer to God to nerve them in the hour of battle and preserve their lives, that they might return with honour to their country, their wives, children, and friends. Two officers and 50 men, with the baggage, left the Landport station, Portsmouth, at 8 a.m. yesterday, for Southampton, to embark in the "**TRENT**"; the remainder of the regiment will follow, by rail, at 8 a.m. today.

The 95th Regiment will arrive at Portsmouth today and embark in the "**Medway**" about Thursday"

"**Trent**" Contract 1: Southampton to Malta and Constantinople
23rd Regiment, 7 horses, 35 officers, 915 men from 5 April to 18/25 April

N7: Apr 5, 1854: "Preparations for War: ...Yesterday morning the 23d Royal Welch Fusileers, Lieutenant-Colonel Chester, numbering 35 officers, 950 rank and file, and 14 women, left their quarters at Portsmouth Garrison to take the railway at Landport for conveyance to Southampton, and there to embark on the Royal West India Mail Company's steamship "**TRENT**", for the seat of war in the East. The regiment quitted the Clarence Barracks at a quarter past 7 o'clock, played out by the bands of the 42d and 79th Highlanders, and accompanied by a vast concourse of inhabitants, who expressed their farewell good wishes in loud and hearty cheers. The fine goat, presented to the regiment by Her Majesty, gravely led the way, as the gallant Fusileers took their departure. Their Colonel-in-Chief, Lieutenant-General Sir George D'Aguilar, K.C.B., accompanied them to the railway station terminus, and Major-General Simpson and staff preceded them to Southampton to see them safely embarked. Their embarkation at Southampton was effected with the greatest ease and without the slightest confusion, the regiment having marched into the docks from the railway station, and the "**TRENT**" being moored alongside the wharf the troops were enabled to go straight on board the fine steamer prepared for their reception. The arrangements for the comfort of the officers and men on board appear to be most excellent, and reflect great credit on the parties intrusted with that task. But one accident occurred to mar the general facility with which this gallant corps got on board, and this arose from one of the non-commissioned officers (a sergeant) having broken his leg while leaping from the paddle-box of the steamer to the dock wall. The splendid band of the regiment was drawn up on the quarter-deck of the ship, and performed a number of airs during the proceedings. At 2 o'clock the "**TRENT**" left the docks, amid great cheers from the spectators on the Dock-head, her band playing the national anthem. She has anchored in the Stream for the night, and proceeds to sea this morning.

The 7th Fusileers are expected to reach Southampton today, and will embark on board the "**Orinoco**".

S8: Apr 11, 1854 "House of Commons, Monday, April 10....PROVISIONS FOR THE "**TRENT**" TRANSPORT.

Colonel BLAIR, in the absence of Colonel DUNNE, wished to ask the hon. Gentleman the Secretary to the Admiralty, whether he had received any report of a board of officers having condemned the wine, beer, and other provisions supplied to the "**TRENT**" transport; and, further, whether that vessel sailed before any others were supplied?

Mr. OSBORNE said, that there appeared to have been some mistake, as it were, with reference to the board of officers. The provisions supplied to the "**TRENT**" were of the same description as those which had been supplied to the "**Orinoco**" and other transports, and the reports which had been received from those vessels had been highly satisfactory. With regard to the beer which had been supplied, it had been supplied in different stages; part of it was intended for immediate use, and part for preservation, and by some accident the wrong cask had been tapped. (A laugh.) The consequence of that was that the officers had condemned the beer, and had included the rest of the provisions in their censure. He felt, however, that on the arrival of the vessel at her destination reports of a most satisfactory character as regarded the provisions would be received. (Hear.)"

B7: Apr 14, 1854: Royal West India Mail Steam-packet Company meeting held on Apr 13th. ..."The company's existing contract with Her Majesty's Government for the conveyance of mails for 11 years from the 1st of January, 1851, was entered into on an understanding that...a superior description of vessels...should be brought into operation as quickly as possible...It should be noticed that, while the new ships were in course of preparation, the "**Avon**", "**Dee**", "**Clyde**", "**Teviot**", "**TRENT**" and "**Thames**" were thoroughly repaired, their machinery improved, and the two first-named lengthened, to give increased speed for intercolonial service...The "**Orinoco**", "**TRENT**" and "**Medway**" are accordingly on their way to Gallipoli, each with a complete regiment on board, the "**Orinoco**" having previously conveyed the 1st Battalion of the Coldstream Guards in nine days from Southampton to Malta and the 44th Regiment in four days from Gibraltar to the same place."

B8: Apr 15, 1854: "Southampton, Friday, April 14...The "**Iberia**" brings 48 passengers...On the 4th inst., This steamer passed...on the 9th, at 11 a.m., the Royal Mail steamer "**TRENT**", with the 23d

Fusileers on board; and at 6 p.m. of the same day, the "**Orinoco**", with the 7th Fusileers on board."

- P1: Apr 15, 1854: "Naval and Military Intelligence...The following is a list of the steamers belonging to the great steam navigation companies connected with Southampton which are at present employed on Government service:-...West India Mail Company.-"**Orinoco**", 2,750 tons; "**TRENT**" and "Medway", 1,800 tons each...."
- P2: Apr 25, 1854: "Naval and Military Intelligence...accounts from Gibraltar...The Royal mail steamer "**Orinoco**", with the 7th Fusileers, reached Gibraltar on the 10th inst., in five days from Southampton. The "**TRENT**", with the 23d Fusileers, arrived the following day, in six days from Southampton. The steamer "**Tonning**", 4 3/4 days from Deptford, having on board Brigadiers Sir Colin Campbell, K.C.B., J.L.Pennefather, C.B., and R.Airey, with a detachment of the 19th Foot and a number of horses, arrived on the 11th. The steamship "**City of London**", six days from Woolwich, having on board a part of Lord Raglan's staff, including General Sir de Lacey Evans and a company of Sappers and Miners to form the pontoon train, arrived on the 13th. The "**Medway**", seven days from Portsmouth, with the 95th Foot, arrived on the 13th. All these steamers, after coaling, proceeded at once to Gallipoli, the "**Tonning**" and "**TRENT**" to call at Malta en route. The Royal mail steamers "Medway" and "**TRENT**", after landing their respective regiments at Gallipoli, were under orders to return to Gibraltar to embark the 30th and 50th Regiments from that garrison for the seat of war."
- P3: Apr 28, 1854: "Naval and Military Intelligence...The vessels that had arrived at Malta within the few days preceding the 22d were the "**Niagara**", with the 88th Regiment; the "**TRENT**", with the 23d Fusileers; the "**Tonning**", with the staff of General Sir Colin Campbell; the "**City of London**", with Brigadier-General Sir De Lacey Evans, and his staff; the "**Medway**", with the 95th Regiment; the "**Emperor**", with the staff of Lord Raglan, Sir R.England, Brigadier-General Cator, and part of the 19th Regiment. Besides these, the French had increased their contingent by two fine bodies of cavalry and horse artillery. All the vessels except the "**Tonning**" arrived without accident; she, however, suffered some damage to her paddle-wheels; her floats had been taken off, and she was towed by the "**TRENT**" to her destination. No delay had, therefore, been incurred."
- S9: May, 4, 1854 "Naval and Military Intelligence...The steamships "**TRENT**" and "**Golden Fleece**" passed Gibraltar to the westward on the 28th...The 30th and 55th Regiments were still waiting at Gibraltar to embark by the "**TRENT**" and "**Medway**" (hourly expected) for Constantinople."

"Trent" Contract 2: Constantinople to Malta

nothing listed, *possibly* the same cargo mentioned above [also no dates, so possibly incl. return to Malta in the 25 April date above---see next entry.

S10: May, 6, 1854 "The Conveyance of Troops to the East. – Captain Anthony Wilson, of the **"Orinoco"**, has addressed the following report of his ship's voyage to Captain Chappell, R.N. It is dated Malta harbour, April, 26 :- "I have to report to you the arrival of this ship at Malta at 7 o'clock this morning. I arrived at Gallipoli at 10.30 a.m. of the 21st inst., and at 3.30 p.m., in compliance with an order from Sir G. Brown, proceeded to Constantinople, where I arrived at daylight the following morning. The troops, baggage, &c., were all landed in the course of the day, and at 6.20 p.m., I weighed and proceeded to Malta. At 8.30 a.m. of the following day (April 23), just above the entrance of the Dardanelles, I met and spoke the **"TRENT"**, having the steamer **"Tonning"** in tow, and shortly afterwards the **"Medway"**; they would both, in all probability, arrive at Constantinople the following morning."

S11: May 9, 1854: "Naval and Military Intelligence...The Royal Mail Steampacket Company's ship **"Orinoco"**, Captain Wilson, arrived at Southampton yesterday morning, from Constantinople, Malta, and Gibraltar, having been employed in conveying the 7th Royal Fusileers to the former place from Southampton. She left Constantinople on the 22d of April, and passed the following steamers in the Dardanelles, bound up:- the Royal Mail Steampacket Company's ship **"TRENT"**, having the steamer **"Tonning"** in tow...It is not yet known whether the **"Orinoco"** will be employed in the transport service, but it is most probable that the Government will engage her."

S12: May 10, 1854: "The British Expedition. (FROM OUR SPECIAL CORRESPONDENT.) HEADQUARTERS, GALLIPLOLI ...Apr 26...The **"Niagara"**, with the 88th Regiment, passed up to Constantinople last week, after a fair passage. On Friday, the 21st, the 7th Fusileers arrived on board the **"Orinoco"**, and proceeded onwards to Constantinople, after a short delay to communicate with the General here. All these troops are said to be destined for the barracks at Scutari; the quarters for the French being fixed at Grands Champs and Ramie Tcheflik. Rustem Pasha left on the 16th for Rodosto to prepare quarters there for the French army. They are to station 25,000 men there...On Sunday, the 23d inst., the **"Emperor Nicholas"** went by Gallipoli early in the morning, with Sir R. England and staff on board, on their way to Constantinople. Later in the day the **"TRENT"**, with the 23d Regiment, the **"Tonning"**, with Brigadiers Eyre, Sir C. Campbell, and Pennefather, Captain Cunninghame and staff, and the **"Medway"**, with the 95th

Regiment, arrived, and after a short delay, went on to Constantinople."

"**Trent**" Contract 3: Malta to Constantinople

Various Detachments, 47 horses, 35 officers, 534 men from 18 May to 24 May

"**Trent**" Contract 4: Constantinople to Varna and Back (Various)

287 horses, 8 officer, 185 men from 29 May to 3 June

S13: May 30, 1854: "Naval and Military Intelligence..."

The "**Tonning**", hired steam transport, arrived at the Motherbank on Sunday night [29th], and came into Portsmouth harbour yesterday morning. She is from Turkey, having left Gibraltar on the 22d inst., with between 180 and 190 men of the 30th and 44th Regiments, 20 invalids from the 13th, 92d, Royal Artillery, and Royal Engineers, stationed there; also 293 women and children, and four officers' wives and children whose husbands had gone to the East. By the "**Tonning**" we learn that there are between 300 and 400 men, women, and children of the 55th Regiment waiting at Gibraltar for a passage to England. The "**Cornwall**" transport was towed out for Malta on the evening the "**Tonning**" left.

The "**TRENT**", West India Mail steamship, had been fitted up by Rear-Admiral Superintendent Stewart, at Malta, to carry 450 horses to Turkey. Her upper deck had been housed in, and the lower decks all fitted up with stalls.

The "**Tonning**" has left Portsmouth for Woolwich to obtain a little repair to her machinery."

"**Trent**" Contract 7: Constantinople to Beyrout (sic)

To bring horses purchased by Captain Nowlan (sic)(Nolan) start date 09 June

"**Trent**" Contract 8: Beyrout to Varna

303 horses [no dates].

S13: Jun 12, 1854: "The British Expedition. (FROM OUR SPECIAL CORRESPONDENT.) Camp at Scutari, May 28..."

Today, the 79th Highlanders, who came in two days ago in the "**Simoon**", disembarked, and marched into camp, amid loud cheering from their old comrades, the Rifles, who were quartered beside them for some time in North America. The Rifles pitched their tents for their Scotch friends, so that they had no trouble in marching at once into their new quarters. In addition to the "**Simoon**", Her Majesty's steamers "**Vesuvius**" and "**Megaera**" only are lying off Scutari, the "**Niger**" having sailed to Malta for repairs. There are, however, several merchant steamers, such as the "**Golden Fleece**", the "**Victoria**", the "**TRENT**" anchored here, with the transports

"**Wild Wave**", "**Orient**", and transports 6, 18, 19, 20, 22, &c., so that there is ample means of conveyance for the troops whenever they are inclined to move. The "**Alcides**" has come in with store of beer for the commissariat, and with some ale and porter on private venture, which has gone off very well."

W7: Jun 13, 1854: RMS "**TRENT**" Lieutenant Chapman R.N "commanding"

P5: Jun 13, 1854: "Naval and Military Intelligence...A letter from Malta, dated June 2 says:-...By the "**Orinoco**" steamship, arrived yesterday, (list of officers and men of the 97th Regiment)...The "**Orinoco**" left last night, having in tow the "**Monarchy**" and the "**Negotiator**". The 97th will touch at Athens, and probably proceed to the East...

"A letter from Lieutenant Chapman, R.N., commanding the Royal Mail Steam-packet Company's transport-ship "**TRENT**", dated Constantinople, May 25, says:- "I informed you that Admiral Stewart had fitted this ship for conveying horses. As, however, there were only about 50 to be taken from Malta for this place, he put on board 500 men belonging to the 30th and 55th Regiments and volunteers from other regiments. We left on the night of 18th May, and on the 22nd, off Tenedos, took in tow the transports Nos. 18 and 22, with part of the 17th Lancers and Artillery. We anchored for the night below the old castle of Europe, in the Dardanelles. On the 23d landed Colonel Cobb and his horses, and reached Scutari yesterday forenoon ; landed the men in the afternoon, and proceeded by order to about four miles up the Bosphorus to land the horses. As soon as all the horses are landed I return to Scutari to land baggage and stores and am, I believe, to take in a full cargo of horses for Varna."

S14: Jun 22, 1854: "The British Expedition. (FROM OUR SPECIAL CORRESPONDENT.) Varna, June 1... On Sunday last [??] Sir George Brown left the barracks at Scutari, and proceeded to Varna in the "**Banshee**", and before his departure orders were issued that the men belonging to the Light Division under his command should embark early the following morning, the baggage to be on board at 6 o'clock, the men at 9 o'clock. Similar orders for their embarkation on the 26th of May had been given, as I informed you last week, but, owing to some change of plan on the part of the chiefs, they were not carried out, and fears were entertained that the expedition might be delayed still longer at Scutari. However, the departure of the General looked promising, and this time the hopes and impatience of those who longed for action were to be satisfied...[list of ships and Regiments]...The "**Medway**" embarked the 19th, 950 strong, and 12 horses ; the "Golden

Fleece" embarked the Rifle battalion ; the "**TRENT**" embarked 300 pack horses ; the "**City of London**" and "**Emperor**" towed up transport No.4, artillery, and transport No.18, staff horses, &c. ; the "**Vesuvius**", having lent her paddle-box boats to embark the men, moved off from her anchorage in the Golden Horn about 12 o'clock, when all the troops were on board, and proceeded up the stream of the Bosphorus to take in tow the "**Sir George Pollock**", with 60 horses belonging to the Rifle Brigade, &c., on board."

- N8: Jun 23, 1854: "The Mediterranean...Southampton, June 22. The Royal mail steamship "**Orinoco**" arrived at Southampton this morning from Malta and Gibraltar. This ship was selected to carry out the British portion of the expedition to Greece, and left Southampton with sealed orders on the morning of the 21st of May...(landing troops at the Piraeus - vessels of war present at the Piraeus)...The "**Orinoco**" has brought home a large quantity of Government old stores, invalids from the naval and military hospitals at Malta, also 170 women and 300 children belonging to the regiments ordered to the East. Notwithstanding the large number of invalids and children brought home by this ship, no death has occurred, nor has any symptom of serious illness taken place. It is worthy of remark that since the "**Orinoco**" has been specially employed by the Government she has conveyed to the seat of war and safely landed 4,650 souls, without a single death, accident, or casualty of any description. The following are the steamships belonging to Southampton at present employed in the transport service of the Government in the Mediterranean and Black Sea:- West India mail steamer "**TRENT**"; Peninsular and Oriental Company's steamship "**Himalaya**"; General Screw Steam Shipping Company's ships "**Hydaspes**", "**Golden Fleece**", "**Jason**", and "**Harbinger**"."
- S15: Jun 26, 1854: "The Levant...Southampton, June 25. By the Peninsular and Orient Steam Navigation Company's steamer "**Manilla**", Captain Methuen, we have dates from Constantinople, June 1 ; Smyrna, June 6 ; Malta, June 11 ; and Gibraltar, June 18... The following ships of war, transports and packets were at Constantinople when the "**Manilla**" left :- The screw steamers "**Melbourne**", "**Megaera**", "**Simoon**", "**Golden Fleece**", "**Victoria**" and "**British Queen**"; the Royal Mail steamers "**TRENT**" and "**Medway**"; the transports No.6 and 18 ; the bark "**Tyne**"; the steamers "**Banshee**", "**Emperor**", "**City of London**", "**Black Swan**" and "**Emu**".
- S16: Jun 29, 1854: "Turkey...Constantinople, June 15...The Duke of Cambridge's division, composed of the Fusileer, Grenadier, and Coldstream Guards, left yesterday for Varna, in the steamers "**Cambria**", "**Andes**", "**Himalaya**", "**Golden Fleece**", "**TRENT**", "**Emperor**", "**Hydaspes**", and "**City of London**"...

There is nothing new from the fleet. In cruises along the coast of the Crimea in this summer weather the officers can see ladies sitting on the beach in front of their villas reading, with the children picking up shells beside them. There are cafes and reading-rooms within reach of a 68 pounder ; and everything seems to go as if in time of profound peace. The Crimea is the Isle of Wight of the Muscovite Empire, and the fashionable visitors seem determined that the Western Powers shall not deprive them of their season."

"**Trent**" Contract 9: Varna to Constantinople and Malta
nothing listed* start date 15 July

"**Trent**" Contract 10: Malta to the coast of Spain
*nothing listed and no dates

M1: Jul 28,1854: "**TRENT**" reported at Malta (master : Chapman), having arrived there on 20 July from Varna; sailed 21 July for Barcelona

S17: Jul 31,1854: "Letters to the Editor. Exchange of Prisoners at Odessa. Sir, It is doubtless already known by means of the electric telegraph that an exchange of prisoners has taken place at Odessa. Perhaps you will kindly afford space in your universal journal for the information one of the fortunate prisoners can give to the relatives and friends of his companions. On the 10th instant, early in the morning, Her Majesty's steamship "**Fury**" arrived at Odessa with the Russian prisoners to exchange....(details of exchange, with prisoner names, etc.)...Personally, I have every reason to think well of the people, but the institutions, which make every one mistrustful of his neighbour, I abhor, and I am grateful that I am again a free subject of old England, and able to write without a censor. I am, Sir, your obedient servant, ONE OF THE EXCHANGED, Written on board the "**TRENT**" transport passage to Malta. July 19."

M2: Aug 28,1854 "**TRENT**" reported at Malta (master : Ponsonby), having arrived there on 12 August from Barcelona and proceeding Eastwards

"**Trent**" Contract 11: Coast of Spain to Constantinople
300 mules; ending date 20 August

S18: Aug 30,1854: "Naval and Military Intelligence...Our correspondent at Malta, writing on the 22d inst., says:- "The following troop and store-ships since my last have touched at this island for water:-..."On the 12th, the "**TRENT**" steamer, from Barcelona, with 298 mules...On the 18th inst., The "**Medway**" steamer, from Woolwich,...(cholera onboard)...Captain Boynton was attacked but after an interview with Dr. Stewart, of the Naval

Hospital, returned to his ship and put to sea at at 7.30 p.m. of the 20th."

"**Trent**" Contract 12: Constantinople to Varna

*nothing listed; ending date 4 September

"**Trent**" Contract 13: Varna to the Crimea

With 11 hussars (unk. if this means the regt – Yes, it does! 11th Hussars); end dates 4/22 September

N9: Sep 20, 1854: "The Expedition to the Crimea...Southampton, Sep 19. The subjoined letter, dated Varna, September 1, has been received here today, giving the details of the squadron of transport-ships engaged in conveying the British portion of expedition against the Crimea:- "I dare say you will not have received a copy of the enclosed, and, as it may be interesting to the public, I send it you. This is the programme for the mode of sailing for the Crimea, but what is going to be done on arrival is as yet unknown. Certain it is that a most formidable force is about to leave, they say, to-morrow or next day and Sebastopol believed to be its object. The "**Himalaya**" takes the 8th Hussars, and part of the 17th Lancers; "**Simla**", 4th Dragoons; "**Jason**", 13th Light Dragoons; "**TRENT**", 11th Hussars. Lord Cardigan and staff in the "**Caradoc**"[a cholera death and problems]... "Sept.4.- The sailing transports are moving out fast this evening, and I suppose we shall go to-night, but I am obliged to conclude to save the mail..."

1 List of five Fleet Divisions]...

Fifth Division. – Blue, with red fly triangular flag at the fore. Lieutenant H.P.Dicken, commanding divisional agent. Steam vessels. – The "**Simla**", "**Himalaya**", "**TRENT**" and "**Jason**". Transports. – Nos. 1, 34, 40, 61, 85, 2, 36, and 59. The "**Himalaya**" has on board the whole of the 8th Hussars, part of the 17th Lancers, Lord Cardigan and staff, 380 horses, 360 men, 30 officers, and 14 women."

S19: Sep 21, 1854: "The War. [A portion of the following appeared in our second edition of yesterday :-] The British Expedition. Varna Bay, off Varna. Sept.4. We are all ready to go..."

[description of plans for approach to shore and for landing, followed by the sailing order]...

"The fifth, or Cavalry Division, commanded by the Earl of Lucan, will be thus disposed :- No.59 and No.36, with engineer stores ; the "**Jason**", with 14th Light Dragoons ; No.2, with engineer stores ; No.85, with Royal Horse Artillery ; the "**TRENT**", with Heavy Cavalry, 4th Dragoons, &c. ; ..."

[comments on French arrangements, followed by the British naval dispositions]...

"Fifth Division, blue, with red triangular flag at the fore, Lieutenant Dicken, R.N., commanding. Steam vessels, "**Himalaya**", "**Simla**", "**Jason**", "**TRENT**". Transports. – Nos. 1, 34, 40, 61, 85, 2, 36, and 59. Each of these divisions will have a detachment of the fleet to protect it ; but there is but little chance of any attempt being made against it."...

"I send a list of the transports employed in the conveyance of our troops , which is as complete as I can make it :-...

Distinguishing Pendants of Transport-Ships not Numbered.

2nd dist. pendant over No.1 pendant – "**Melbourne**"...

Ditto under No.1 pendant – "**Medway**"

Ditto under No.2 pendant – "**TRENT**"...

[N.B.: Full list of 121 numbered and named transport ships]

"**Trent**" Contract 14: Crimea to Varna

Sent back for Cavalry; start date 19 September - end date shows 2 September (probably means 22, ref above entry)

1854. 24 September. "War Diary" of the 6th Inniskillings":

"On the 24th a Detachment of 6th Dragoons consisting of two Troops embarked on board the Ship "**War Cloud**". Head Quarters and the remaining two Troops, embarked on board the Steamer "**TRENT**" on 25th. On the evening of the next day the Transports conveying the Brigade set sail from Varna Bay under convoy of H.M.S. "**Spiteful**". The sailing vessels being towed by the Steamers. The Wind which at the time of the departure was blowing very fresh, increased towards night to a Heavy Gale: the Fleet was dispersed."

[The "**TRENT**" towed the "**War Cloud**"]

"During the Gale the detachment on Board the "**War Cloud**" lost 3 Officers Horses and 72 Troop Horses. The Ship [i.e., "**War Cloud**"] put back to Varna."

[The "**War Cloud**" had been cast loose from the "**TRENT**" and painfully the horses were tossed overboard]

1854. 29 September. "War Diary" of the 6th Inniskillings":

"The "**TRENT**" arrived in Eupatoria Bay on 29th September and anchored for the night, proceeding the next day to Balaklava, where the Troops disembarked 1st October, 1854, and encamped on the plain of Kadikoi in front of Balaklava.....etc"

S20: Oct 2, 1854: "The War. [A portion of the following appeared in our second edition of yesterday :-] The British Expedition. The Crimea. Sept.14...[description of the landing]...

Friday, Sept. 15. Few of us will ever forget last night. Seldom were 27,000 Englishmen more miserable... Operations went on slowly, and the smooth days we had wasted at sea were bitterly lamented....

["**Himalaya**" – 390 horses and nearly 700 men]...

This steamer alone has carried exactly the number of horses which were stowed away in 13 French transports! The "**Simla**", "**TRENT**", and the "**Jason**" also set to work with energy and activity to discharge their living cargoes, and the seamen of the Royal and mercantile marine rivalled each other in their efforts."

S21: Oct 2, 1854: "The War. The British Expedition...
"The Post Office of the British Army in the East is most eccentric in its operations. We have long since published a most detailed account of the landing in the Crimea ; we have since had the report of the victory on the Alma, and every hour brings fresh details of the "crowning mercy" at Sebastopol. After all this, we receive the description of the sailing of the very expedition whose glorious progress we have thus given to the world. It has, of course, lost most of its interest ; but, as completing the history of this great enterprise, we present it to our readers, though, like impatient novel readers, they have read the last page first.... The Cavalry, or Fifth Division... the "**TRENT**", with portions of cavalry regiments on board, towing the "**London**" and "**Cornwall**", with the Royal Horse Artillery and Engineers' stores on board..."

S22: Oct 2, 1854: "The War. The British Expedition....
"Sept. 30...." The 4th and 6th Dragoons have arrived from Varna in the "**TRENT**" and "**Jason**". They report a heavy gale of wind on their way, which scattered the fleet of transports bound from Varna to Balaklava, and set them adrift in all directions...."

"**Trent**" Contract 15: Varna to Balaklava
With Cavalry; ending date 3 October

"**Trent**" Contract 16: Balaklava to Bourgas
To bring up French Cavalry; ending date 3 October (is this double billing? see previous entry and date; or should 3 Oct be the start date?).

Oct 5, 1854: "The British Expedition.... The Post-office of the British Army in the East is most eccentric in its operations. We have long since published a most detailed account of the landing in the Crimea ; we have since had the report of the victory on the Alma, and every hour brings us fresh details of the "crowning mercy" at Sebastopol. After all this, we receive the description of the sailing of the very expedition whose glorious progress we have thus given to the world. It has, of course, lost most of

its interest ; but, as completing the history of this great enterprise, we present it to our readers, though, like impatient novel readers, they have read the last page first.

Thursday, Sep.7.

The British expedition is on its way to the Crimea...The Cavalry, or Fifth Division, commanded by Major-General the Earl of Lucan. – The “Simla”, with the 4th Light Dragoons on board, towing the “Pyrenees” and the “Kenilworth”, with the Royal Horse Artillery ; the “Himalaya”, with Major-General Lord Cardigan and staff, the greater portion of the 8th Hussars and 17th Lancers on board, towing two transports, with Royal Artillery on board ; the “**TRENT**”, with portions of cavalry regiments on board, towing the “London” and “Cornwall”, with the Royal Horse Artillery and Engineers’ stores on board ; the “Jason”, with the 11th Hussars on board, towing the “Lady McNaughten” and another transport, with Engineers’ stores on board.

”**Trent**” Contract 17: Bourgas to Balaklava
With French Cavalry; ending date 8 October.

Oct 20, 1854: “The British Expedition....Sep. 30.

The 4th and 6th Dragoons have arrived from Varna in the “**TRENT**” and “Jason”. They report a heavy gale of wind on their way, which scattered the fleet of transports bound from Varna to Balaklava, and sent them adrift in all directions. The reinforcement is seasonable, for men and horse of the small cavalry force here are greatly “done up”.”

1854. 25 October. “General Orders. Headquarters, before Sebastopol...
No.1. The undermentioned Officers can receive compensation for the loss of Horses killed in action, by applying at the Commissariat Chest Office:- ...Haly...Dalton...
Captain .. Sankey .. D.A.Q.M.G., .. £45 0s. 0d.
Captain .. Nolan .. A.D.C., .. £45 0s. 0d.”

”**Trent**” Contract 18: Balaklava to Varna
To Convey Military Stores and French Horses; ending date 28 October

Oct 28, 1854: " The “Golden Fleece”, “Hydaspes”, and “Jason” sailed this evening for Bourgas to embark the Chasseurs d’Afrique and French infantry. The reinforcements landed by the French to-day increase their strength by 11,000 strong. The “Simla” and “**TRENT**” have already gone to Bourgas, and are expected immediately. The “Rip Van Winkle” has come in with the loss of 50 horses of the Royal Dragoons; the “Wilson Kennedy” has lost still more. This, coupled with the loss of some horses on board the “Simla”, and “70” on board the “War Cloud”, has deprived us of nearly 150 horses.

The "Himalaya" arrived here to-day with 330 horses. She was only four days from the time she left the fleet till her return here."

- Nov 2, 1854: "LONDON, November 2, 1854.
The British steamer "**TRENT**" left the coast of the Crimea on the 25th, and arrived on the following day at Varna, whence a despatch, sent for transmission by telegraph to the nearest station, reached the French and English Governments yesterday. Up to the time of the departure of the "**TRENT**" the siege and bombardment were going on with regularity and success."
- Nov 2, 1854: "LATEST INTELLIGENCE. THE SIEGE OF SEBASTOPOL. (BY SUBMARINE AND BRITISH TELEGRAPH). The TIMES Office, Thursday, 5 a.m.
In addition to the intelligence brought to Varna by the "**TRENT**" steamer, and which we have described elsewhere, we have received though our correspondent in Vienna a despatch, from a perfectly reliable source, which states that the statement from the *Wiener Zeitung* of the English Army having experienced a severe reverse is a gross exaggeration.
The affair referred to took place at Eupatoria, where the allies were on the lookout for the advancing forces of the Russians.
The British cavalry was attacked, but the French advanced to its assistance, and the Russians retired.
The date is not exactly known, but the affair is supposed to have occurred on the 23d ult."
- Nov 3, 1854: "FOREIGN INTELLIGENCE. (A portion of the following appeared in our second edition of yesterday:-) THE SIEGE OF SEBASTOPOL. (BY SUBMARINE AND BRITISH TELEGRAPH).
"The English steamer "**TRENT**", which left Sebastopol on the 25th ult., arrived at Varna on the evening of the 26th."
- Nov 4, 1854: "FRANCE. (FROM OUR OWN CORRESPONDENT.)
Paris, Nov 2, 6 p.m.
The *Moniteur* contains the following information on the siege of Sebastopol:-
The English Steamer "**TRENT**", which left Sebastopol on the 25th ult., arrived at Varna on the evening of the following day. The bombardment continued without interruption and with the greatest vigour. The besiegers had directed some guns against the gates of the town. Sebastopol was encumbered with killed and wounded. Admiral Nachimoff had been killed by a shell."

1854. November. "A mighty rush of wind." (Suite101 "Crimean War" web-page).

By the night of the 10th, the wind had increased to gale force as Russell of the Times, who was stuck on board the "Jason" outside, could testify: "Ere midnight...the gale, setting right into the bay, raised a high wild sea, which rushed up the (1200 ft high) precipices in masses of water and foam, astonishing by their force and fury; and the strain on the cable was so great that the Captain had to ease it off by steaming gently ahead against the wind. The luckless "Prince"...adopted the same expedient, and of the numerous vessels outside...there were few which did not drag their anchors and draw towards the iron coast which lowered with death on its brow upon us. Guns of distress boomed through the storm, and flashes of musketry pointed out for a moment a helpless transport which seemed tossing in the very centre of the creaming foam of those stupendous breakers." On this occasion the wind luckily dropped suddenly and disaster was averted, but Admiral Lyons had seen enough to move his warships around to Kamiesch and the Katcha. Dacres though was deaf to any entreaties. The merchantmen, including the garrison ammunition ship "Resolute" fully loaded with munitions of every sort, were ordered to stay outside. Only Captain Ponsonby of the "**TRENT**", carrying horses, sailed in defiantly to disembark them, and was roundly reprimanded for his pains.

"**Trent**" Contract 19: Varna to Balaklava
With French Horses; ending date 18 November

Nov 18, 1854: "The "Himalaya" was much damaged by the storm in her passage from Varna, and is now unfit for sea. The Captain says that she was not in a fit state even before she left England with the Scots Greys, but that it was thought necessary to hurry out these to Turkey, although they subsequently remained six weeks in the barracks at Koulili. The "Himalaya" was ordered to take in French Troops, but on the night of the 29th she lost her bowsprit and foremast, and injured her screw so much that she can only proceed to Malta by being towed. The Admiral expects to repair her here, but the facilities for the purpose are very few. The "**TRENT**", West India steamer, went on shore near Varna, but got off without damage. About 25 small craft have been lost, mostly Greeks and Sardinians."

N10: Dec 4, 1854: "The Battle of Inkerman. Further Particulars (From Our Special Correspondent)...The services rendered by the captains of the transports during the whole of this campaign really deserve some public acknowledgement, and yet not one word has ever been said by the authorities of the zeal, devotion, and ability displayed by nearly all these gentlemen, and of the excellent conduct and good feeling of the crews under their command. Where so many are deserving of praise it is scarcely fair to single out any particular persons for approbation, but it is not too much to say that such men as Captain Kellock, of the "**Himalaya**"; Captain Lane, of the "**Jason**"; Captain Wilson, of the "**Orinoco**"; Captain Methuen, of the "**Colombo**"; Captain Goodall, of the "**Prince**"; Captain Bayntun, of the "**Medway**"; Captain Ponsonby, of the "**TRENT**"; and last, not least,

Captain Cargill, of the "**City of London**", merit the thanks of the nation, and merit them all the more because they have laboured for the public service without any particular encouragement from the authorities..."

"**Trent**" Contract 20: Balaklava to Malta
Sent for Mules; ending dates 8/18 December

Dec 12,1854 "LOSS OF THE STEAMER PRINCE" "After remaining on the rocks about five hours, with six of the crew of the "Prince", we were hauled up by parties from the "Medway", "**TRENT**", "Tonning" and "Harbinger" (who had been engaged all day with life buoys and lines endeavouring to save life) over an almost perpendicular cliff of about 250 feet in height."

"The following is a copy of a letter sent to his mother from young Mr. Cotgrave, and received yesterday morning :-
"Royal Mail-Packet "**TRENT**", Balaklava Bay, Nov. 15.
...I got between two pieces of the wreck, and my body got so jammed that I thought that it was all over with me; at last I was washed ashore, having been in the water 15 minutes. I climbed up the rocks with six of my men, and had to stop there six hours with only my shirt on, all in the rain and snow. At 5 p.m. we were hoisted up a distance of 200 feet. I was taken on board the "**TRENT**", a large West India boat, and treated very kindly..."

Dec 14,1854 "Constantinople: The Duke of Cambridge arrived here on Monday, by the "**TRENT**", from the Crimea. His Royal Highness is somewhat better, but is still far from having recovered his health. He is at present at Missiries Hotel, with his aides-de-camp, Major MacDonald and Captain Clifton."

Dec 14,1854 "On board Her Majesty's transport "**TRENT**", Nov. 16. "Sir, As the only surviving officer of the ship "Resolute", I consider it my duty to acquaint you with some of the circumstances attending the loss of that unfortunate ship, and the lives of those poor fellows who were sacrificed through the unseamanlike and unmanly conduct of Captain Christie, principal agent and commodore of the transport fleet in the Black Sea... The men from the "**TRENT**", "Medway", "Tonning", "Harbinger", assisted by some men from the "Sanspareil" and backed by their officers, rigged a spar out over the cliff, and by means of ropes rove through a block hauled us up the cliff, a height of 360 feet... Captain Ponsonby (who now commands the "**TRENT**", and was formerly in your service), with several others, can bear witness to the repeated remonstrances of Captain Lewis, as well as Mr. Young, the head of the Ordnance Department. I am at present staying on board the "**TRENT**",

with Captain Ponsonby, whose kindness to me and to others who ere wrecked is unlimited..."

- Dec 21, 1854 "His Royal Highness the Duke of Cambridge, who came down in the "TRENT" last week from Balaklava, was himself a witness of the misery of that "middle passage", and can testify to the sufferings of the wounded on board"
- M3: Dec 29, 1854 "TRENT" reported at Malta, having arrived there on December (??) from Constantinople
- E1: Mar 2, 1855: Letter from an M.P. re Apparent profiteering by Royal West India Mail Steam Packet Company. 8 ships listed including "Orinoco" (2901 tons) and "TRENT" (1857 tons).
- Aug .16, 1855: "Naval and Military Intelligence... The steam transport "TRENT" sailed from Southampton yesterday with troops and horses for the East.
- P6: Nov 20, 1855: The "TRENT" steamer arrived from Balaklava and Constantinople on the 8th, having in tow the "**Poictiers**" sailing transport from the same ports...The "**Orinoco**" steam transport left for Spithead on the 10th, conveying Captain Preston and Mr. Mason."
- P7: Jun 2, 1856: "Naval and Military Intelligence...The "TRENT" steam transport arrived from Southampton on the 11th with stores for Malta and Constantinople, and left for the last mentioned port on the 13th...The "**Orinoco**" steam transport arrived from Scutari on the 17th...The steam transports "**Orinoco**" and "**Simla**", Nos. 218 and 18, sailed from Southampton yesterday morning for the East, to bring to England horses and troops."
- P8: Jul 10, 1856: "Military and Naval Intelligence...The "**Orinoco**" steam transport arrived for Scutari on the 23d ult., and left for England on that day."
- P9: Jul 25, 1856: "Military and Naval Intelligence...The conclusion of the war and the consequent discharge of so many transport steamers lately in the service of the Government have caused the Southampton docks to be almost choked with steamships waiting destinations and employment. During the war the Royal Mail Company's fleet provided six vessels - viz., the "**Orinoco**", "**Severn**", "**Great Western**", "**Medway**", "**Thames**" and "TRENT"; of these the four former have returned and are discharged from their duties, while the latter will shortly be disengaged."
- B9: Jan 5, 1857: "**Orinoco**" at Southampton on Jan 4. "TRENT" (Captain Leeds) at St. Thomas's.

- B10: Feb 7, 1857: "**TRENT**" left Tampico on Jan 2.
"**TRENT**" station is at St.Thomas's, for Jamaica.
- B11: May 18, 1857: "**TRENT**" (Captain Leeds) at St.Thomas's, awaiting the arrival of her main shaft.
"**Orinoco**" (Captain T.W.Sawyer) arrived Southampton on May 17, bringing the West India and Pacific mails in charge of Lieutenant Cashman, R.N., Admiralty agent.
- A1: May 25, 1857: "**Orinoco**" destinations West Indies and South Pacific,
Departure 2d and 17th.
- B12: Nov 16, 1857: "**TRENT**" at St.Thomas's.
"**Orinoco**" not yet arrived at St.Thomas's.
- N11: Nov 28, 1857: Not relevant to the Crimea campaign.
- B13: Dec 3, 1857: "**TRENT**" at St.Thomas's.
"**Orinoco**" (Captain E.Baynton) arrived Southampton on dec 2.
- B14: Feb 18, 1858: "**TRENT**" (Captain Leeds), from Jamaica, at St.Thomas's.
"**Orinoco**" (Captain Edward Baynton) arrived Southampton on Feb 16.
- B15: Feb 15, 1859: "**TRENT**" (Captain Woolcott) at St.Thomas's, from Jamaica.
-

CRIMEAN WAR CONTRACT INFORMATION: 1:-

Return to an order of the Honourable House of Commons dated 29 January 1855;---for a Return "of the Ships engaged as REGULAR TRANSPORTS, with the NAMES (stating whether Steam or Sailing), from the 1st day of January 1854 to the 1st day of January 1855; with the Dates of Engagement, and if still in Service; the Register Tonnage on which the freight is calculated; the Rates of Freight, and whether Reduced or Increased since first engaged; the Service performed, with the Quantity of Cargo, Troops, or Stores taken by each; the Length of the Passages; in Steam Ships, the Horse-power and Consumption of Coals or Fuel per Hour."

Admiralty, 26 May 1855 John Jones Dyer, Chief Clerk
ordered by the House of Commons to be printed 5 June 1855.

Re: **TRENT** (p.38).

ROYAL PACKET STEAM COMPANY:

No: None listed; [94 (from other document mentioned; possibly in error because the Palmyra, also a steam ship, shows with the same number.)].

Name: Trent.

Whether Steaming or Sailing: Steam

Date of engagement: 3 April 1854.

If still in service: Yes.

Register Tonnage on which the Freight is paid: 1,856 6/10

Rates of Freight: 50s. per ton per month.

Reduced or Increased: No.

CRIMEAN WAR CONTRACT INFORMATION: 2:-

Return to an order of the Honourable House of Commons dated 5 March 1855 for:
A Return "of the Number of Transports employed carrying Troops or Munitions of every description for War in the East, between the 1st day of October 1853 and the 1st day of March 1855, inclusive, under the following heads:
(lists headings for columns of info)

Admiralty 13 August 1855 John Jones Dyer, Chief clerk
ordered by the House of Commons to be printed 14 August 1855

Re: **TRENT** (p. 18).

No: 94

Name: **TRENT**

Date of Contract: 3 April 1854.

Sailing or Steam: Steam

Gross Tonnage: 1, 857

(If Steam) Available Tonnage for Cargo: -----

Horsepower: 450

Rates per ton per month: 2 pounds 10 s. - d.

Period for which engaged: 3 months.

Extra expenses, if any, super contract: -----

Name of owner: -----

On What Service Engaged: Conveyed Detachments of various regiments to Constantinople; afterwards employed on various services in the Black Sea.

If ship purchased . . . : n/a.

Services Performed:

- "Trent"** Contract 1: Southampton to Malta and Constantinople
23rd Regiment, 7 horses, 35 officers, 915 men from 5 April to 18/25 April
- "Trent"** Contract 2: Constantinople to Malta
nothing listed, *possibly* the same cargo mentioned above [also no dates, so possibly incl. return to Malta in the 25 April date above---see next entry.
- "Trent"** Contract 3: Malta to Constantinople
Various Detachments, 47 horses, 35 officers, 534 men from 18 May to 24 May
- "Trent"** Contract 4: Constantinople to Varna and Back (Various)
287 horses, 8 officer, 185 men from 29 May to 3 June
- "Trent"** Contract 5: Constantinople to Varna
2 officers, 22 men [no dates].
- "Trent"** Contract 6: Varna to Constantinople
nothing listed* [no dates].
- "Trent"** Contract 7: Constantinople to Beyrout (sic)
To bring horses purchased by Captain Nowlan (sic)(Nolan) start date 09 June
- "Trent"** Contract 8: Beyrout to Varna
303 horses [no dates].
- "Trent"** Contract 9: Varna to Constantinople and Malta
nothing listed* start date 15 July
- "Trent"** Contract 10: Malta to the coast of Spain
*nothing listed and no dates
- "Trent"** Contract 11: Coast of Spain to Constantinople
300 mules; ending date 20 August
- "Trent"** Contract 12: Constantinople to Varna
*nothing listed; ending date 4 September
- "Trent"** Contract 13: Varna to the Crimea
With 11 hussars (unk. if this means the regt); end dates 4/22 September
- "Trent"** Contract 14: Crimea to Varna
Sent back for Cavalry; start date 19 September - end date shows 2 September
(probably means 22, ref above entry)
- "Trent"** Contract 15: Varna to Balaklava
With Cavalry; ending date 3 October

"Trent" Contract 16: Balaklava to Bourgas

To bring up French Cavalry; ending date 3 October (is this double billing? see previous entry and date; or should 3 Oct be the start date?).

"Trent" Contract 17: Bourgas to Balaklava

With French Cavalry; ending date 8 October.

"Trent" Contract 18: Balaklava to Varna

To Convey Military Stores and French Horses; ending date 28 October

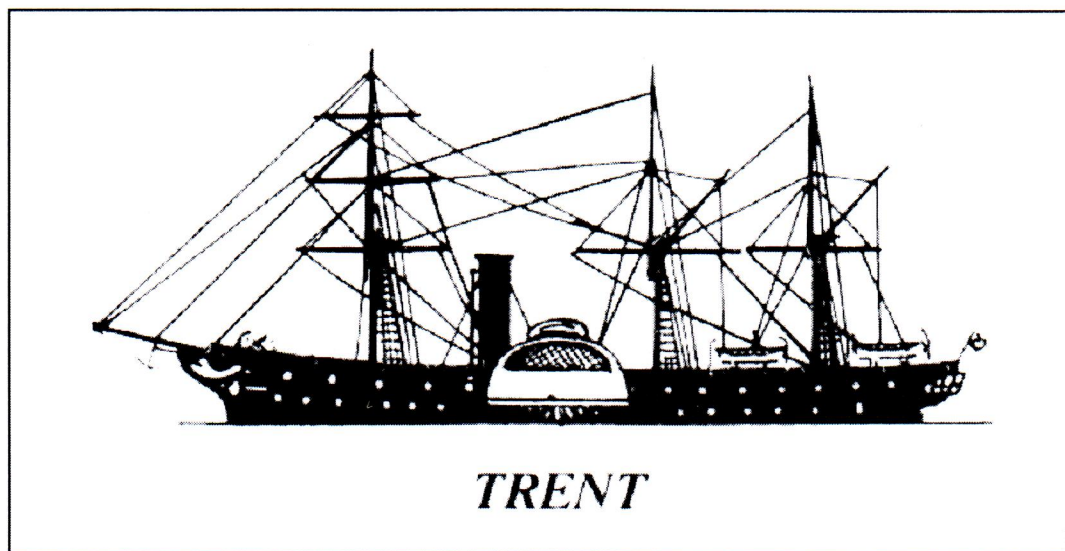
"Trent" Contract 19: Varna to Balaklava

With French Horses; ending date 18 November

"Trent" Contract 20: Balaklava to Malta

Sent for Mules; ending dates 8/18 December

“Trent” : Specification and Working Career from “Merchant Fleets 5. Royal Mail Line and Nelson Line”, © Duncan Haws, TCL Publications, 1982.



“Trent” (p.29) : Details as for “Clyde” class (pp. 26-27) except as noted below (*).

Built : 1841 William Pilcher, Northfleet (*) ; Tonnage : 1856 gross.

Dimensions :

275 ft (83.82 m) overall, bowsprit to taffrail, 245 ft (74.68 m) x 60 ft (18.29 m) over paddle boxes and 30 ft (9.14 m) keel to spar deck.

Engine :

Paddle, simple, side liver ; 2 cylinders ; 400 Nominal horse power, 4 cast iron boilers with brick flues. Steam pressure : 6 lb. ; 9 knots ; Engine by Miller, Ravenhill & Co., London (*).

Hull :

Wood. British and African oak with diagonal iron and wood fastenings ; iron braces. Copper sheathed against teredo worm, oakum caulked. The vessels had forecastles and poops but looked flush decked because of an oak spar deck which joined them. This provided an open promenade deck with large square ports. In appearance, they were heavy and cumbersome and looked more like warships. They were referred to as being “Ocean Stage Coaches” not passenger liners.

Rig :

Initially built as 3-masted barquentines, square rigged on the foremast only. Later, many had the mizzen mast removed to ease rolling. After about 10 years, the surviving vessels were brigs (i.e. square rigged on fore and main masts) to increase speed by about 1 knot.

Passengers :

100. The best cabins were aft adjoining the saloon, which occupied the square galleon-like stern with its ornate scroll work.

Costs :

Engines £20,000, hull £28,500, sails 2 sets £650 each, spares £3,000 (mainly engine), furnishings £5,000, say £60,000 total.

“Trent” Identification :

Thinner funnel not belled. Lifeboat ahead of paddle box which is black to deck level then white ; also had an almost imperceptible rake (*).

General :

All were designed with funnels (Royal Mail called them chimneys) forward of the paddle boxes. However, Scott Sinclair and Acramans Morgan had engine room layouts which placed the funnel abaft the paddles. Royal Mail reluctantly agreed to the variation.

Livery :

Funnel :

Black. Steam pipes were of polished copper with brass flange tops. Funnel stays were white.

Masts :

Biscuit brown (straw coloured), white yard arms. Had a naval look about them.

Ports :

Early vessels : Red-edged ports with green venetian shutters.

Hull :

Black.

Boat Topping :

None.

Boats :

Black.

Flags – House Flags :

The crown on the flag is only shared with 3 other companies. PSNC, Elder Dempster and Orient Line ; The crown denoted a Royal Mail vessel with a naval agent aboard ; The flag is first seen at the launch of “Forth” at Leith, May 22, 1841.

"Trent" Career :

1841 Oct 2 : Launched.

1842 Mar 2 : Maiden voyage from Southampton. Captain E.C.Miller.

1854 Apr : Crimean War transport. Carried the 23rd Regiment, Royal Welsh Fusiliers, 1,180 men, to Eupatoria. Captain Woodward.

1861 Nov 8 : Mr. Slidell and Mr. Mason, the Confederate States Commissioners to France, were taken of **"Trent"** by the USS "San Jacinto". This caused an international incident which almost caused Britain to declare war on the Northern States of America.

1865 Returned fro West Indies. Laid up.

1867 Broken up at Woolwich.

Royal Mail Line History (p.15) : © Duncan Haws, TCL Publications, 1982.

1854/5 Crimean War :

"Orinoco", **"Trent"**, "Medway", "Magdalena", "Thames", "Tamar"(I), "Severn" and "Great Western" were all used as transports.

"Severn" was converted into a hospital ship.

"Medway" carried out a cargo of Mr Page's seed so that vegetables could be grown in the Crimea instead of being freighted out, when most went rotten.

Royal Mail Steam Packet Company.

URL : http://31.1911encyclopedia.org/S/ST/STEAMSHIP_LINES.htm

Soon after British-owned steamships began to run to America, a company was formed by leading business men interested in the West Indies, to carry the mails from England to that part of the world. The charter of this company, to be known as the Royal Mail Steam Packet Company, was granted in 1839. The government believed that the institution of a line carrying the mails regularly to British possessions in the West Indies was likely to prove of benefit to the empire, and granted it a large subsidy.

The first contract with the government was entered into in March 1841. No less than fourteen large paddle-steamers capable of carrying the largest guns then used by the Royal Navy were at once ordered, and the service was opened with the "Thames" on the 3rd of January 1842, followed by other vessels in fortnightly succession. These

steamers started from Falmouth and returned to Southampton, which was the company's headquarters, though it had no dock accommodation in those days. In 1846 the company began to carry the mails for places on the western coast of South America, the Pacific Steam Navigation Company receiving them at Panama. In January 1851, the company by contract with the government inaugurated a monthly service to Brazil and the river Plate, and new steamers were built which greatly increased the rapidity of transit. This company was therefore the first to institute direct mail communication by steamer between Europe and the countries of South America, as it had also been with the West Indies.

The company's vessels were employed continuously during the Crimean War in the transport of troops. It is interesting to note that it was from one of the company's ships, the "**Trent**", that Slidell and Mason, the commissioners of the Confederate states, were taken on their way to Europe by a United States man-of-war. In 1872 the service to Brazil and the River Plate was doubled.

At the beginning of the 20th century the company seemed to be on the downward grade. But a change came over its fortunes. A new chairman, Sir Owen Philipps, took over the reins and new enterprises were started in several directions. The interest of the Pacific Steam Navigation Company in the Orient-Pacific Line to Australia was purchased in January 1906, and steamers despatched once a month from London to Australia through the Suez Canal. This enterprise, however, was discontinued when the new mail contract came into force in May 1909.

New twin-screw steamships of much greater tonnage than any they had hitherto owned were constructed for the mail service to South America, and an extension was made into the tourist and cargo trade to Morocco, Madeira and the Canary Islands by the purchase of the old-established Forwood Line. Part of the fleet of the Shire Line to the Far East was also acquired. But the great development took place at the beginning of 1910, when the directors made the startling announcement that they had purchased the whole of the share capital of the Pacific Steam Navigation Company's business, established in Liverpool only a year after the grant of their own royal charter. This absorption brought some forty ships many of them modern twin-screw steamships of a high class into the fleet, which was then placed amongst the big lines of the world. Another move was made when Sir Owen Philipps joined Lord Pirrie in organizing a company to take over the numerous enterprises of Sir Alfred Jones.

The West India Line steamers leave Southampton for the West Indies every fortnight, and after calling at Cherbourg proceed direct to Barbados, thence to Jamaica and Colon, whence they proceed to Savanilla and other local ports. From Barbados, Trinidad, La Guaira, branch lines run to Demerara and the islands. The Brazil and River Plate Line comprises a fortnightly service of mail steamers to Pernambuco, Bahia, Rio, Montevideo and Buenos Aires. The Shire Line steamers sail to the Far East every fortnight, as do those of the Islands service, whilst the Pacific Line despatches twin-screw passenger steamers and large cargo vessels alternate weeks from Liverpool to South American ports, besides maintaining local services up the West Coast. There are also cargo services to the West Indies and Mexico, and to the River Plate and intermediate ports.

Ships of the World: An Historical Encyclopedia

Trent

Paddle steamer (1f/3m). *Tons*: 1,856 grt. *Hull*: wood. *Comp.*: 60 pass. *Mach.*: steam engine. *Built*: William Pitcher, Northfleet, Eng.; 1841.

In 1840, the Royal Mail Steam Packet Company secured a contract for subsidized mail service between the United Kingdom and the Caribbean. Within two years, they had built or otherwise acquired nineteen steam vessels on the various transatlantic routes, one of the last to enter service being RMS *Trent*. She operated on that route for twenty-four years except during the Crimean War (1854-55), when she was requisitioned for use as a troop carrier. Under Captain Robert Woolward, she carried 1,180 men and several horses of the Welsh Fusiliers to Istanbul, and while in the Black Sea, she towed ships (as many as seventy at one time) and ferried troops between the Crimea, Istanbul, and Malta. Her return passage towing the monitor HMS *Meteor* lasted fifty-four days, after which she resumed her normal service.

Shortly after the start of the American Civil War in 1861, the Confederacy appointed James M. Mason and John Slidell as agents to Britain and France, respectively. The two men took a blockade-runner from Charleston to Havana, where they embarked on RMS *Trent* for the passage to England on November 7, 1861. The next day, USS San Jacinto, under Captain Charles Wilkes, stopped the ship at the entrance to the Bahama Channel, about nine miles from Cuba, and over the objection of Commander Moir, RN, and the naval agent, forcibly removed Mason, Slidell, and their assistants before allowing *Trent* to continue to England. While Wilkes was within his rights to stop the British ship on suspicion of her violating British neutrality, under the doctrine of freedom of the seas he should have brought *Trent* into port for adjudication by a prize court. The London *Times*'s reaction exemplified that of Britain as a whole: "By Captain Wilkes let the Yankee breed be judged. Swagger and ferocity, built on a foundation of vulgarity and cowardice, these are his characteristics, and these are the most prominent marks by which his countrymen, generally speaking, are known all over the world."

Appalled by the violation of its neutral status and in anticipation of hostilities with the Union, the British government formed a War Committee of the Cabinet to consider the defense of British Canada. At the same time, they sent a protest expressing the belief that the American government would "of its own accord offer to the British Government such redress as alone would satisfy the British nation, namely the liberation of the four Gentlemen ... and a suitable apology for the aggression which has been committed."

On Christmas Day 1861, the Lincoln administration agreed to release Mason and Slidell, who later sailed from Boston to England on another Royal Mail ship. *Trent* continued in service for another five years, when she was sold.

Bushell, "*Royal Mail*". Warren, "*Fountain of Discontent*".

"Illustrated London News", Jan.6. 1855, p.19-20.

THE ROYAL WEST INDIA MAIL STEAM-SHIP "TRENT."

ALTHOUGH we have frequently had occasion to notice the services of the steam-transport fleet, chartered by the Government for the conveyance of troops and stores to the Black Sea, there are many of the vessels employed which deserve more than a passing word. The West India mail-steamer *Trent*, under the command of Captain Gordon Ponsonby, is one of those which has been found most useful since the commencement of the operations in the Black Sea, as the following record of her services will show:- The *Trent* left Southampton on the 4th of April, 1854, with the 23rd Regiment -1180 strong - for Constantinople. Notwithstanding her heavy living freight, she towed up from Malta, on her way, the steam-ship *Tonning*, Franklin commander, that ship having broken down. Both ships encountered a heavy gale in the Doro passage, during which the hawsers parted. The *Trent* stood by, and, fresh cables having been made fast, the two vessels proceeded on their way. The *Trent* then returned to Malta with the *Tonning* in tow; and, on her arrival there, she was fitted as a horse-transport, by order of Admiral Stewart.



Having taken on board 700 men of the 53rd, and staff horses to the number of 120, she again proceeded to Constantinople. These horses had been brought to Malta in the *Balbek* and *Simla* screw-steamers, which were found to roll too heavily at sea to be fit for the safe carriage of cavalry. From Constantinople the *Trent* sailed for Varna with 328 horses and 200 men. She

returned, immediately on landing them, to Constantinople, where she again shipped 315 horses and 200 men. With these she proceeded safely to Varna.

On her return from this service, the *Trent* was ordered by Admiral Boxer to take Captain Nolan and Captain Thompson to Beyrout, where horses were purchased for the remount of Artillery. There was one horse lost on the passage back to Varna. Returning again to Constantinople, the *Trent* took up to Varna 299 horses and 50 men for the Commissariat; and having safely landed these, she proceeded to Barcelona. There, notwithstanding the state of confusion in which the town was placed by the outbreak of the revolution, 325 mules, with their drivers, were shipped; and Captain Ponsonby had the satisfaction of taking out in safety Generals Roches and Gonzales, the Captains-General of Catalonia, and the Attorney-General of Spain, whose lives were in jeopardy from the attacks of the mob.

The mules having been landed without loss, the *Trent* took part in the first expedition to the Crimea, taking on board and landing in safety the whole of the 11th Hussars and part of the 17th Lancers. Proceeding from Old Fort to Varna, she took on board the Inniskillings, and a number of staff horses for Lord Raglan, Lord Cardigan, and General Scarlett; and though she encountered a heavy gale, during which the Rip Van Winkle parted from her, she reached Balaclava without a single loss in men or horses. From Balaclava the *Trent* proceeded to Burgas, and took up in safety to Kherson Bay 304 men and horses of the French Chasseurs d'Afrique. Returning to Varna, she brought back to Balaclava 60 draught horses for the Artillery, and 240 French gunners and horses. During her stay at Varna she had ridden out one of the severest gales of the season, making her way out, under steam, through the midst of a mass of sailing transports. Damaged as she was on this occasion, her paddle-box boats being unserviceable, her other boats swept away, and her bowsprit carried off, she still performed valuable service. Though further damaged in the gale of the 14th at Balaclava, she took from thence 320 sick and wounded to Constantinople without the loss of a man. From Constantinople she brought a large number of invalids to Malta, where she is now refitting. During the whole of her trip the *Trent* towed seventy sailing ships.

Such is a catalogue of the services rendered by one of our transport steam fleet in a period of eight months. Doubtless many other steamers - the *Medway*, Captain Baynton; the *Orinoco*, the *Himalaya*, the *Emperor*, the *Jason*, the *Simla*, the *Hydaspes* - have done excellent service also; but none, at all events, have done it better, or more effectually, than the *Trent*.

--

I hope these notes are of interest. Incomplete research on my part.

regards
Doug Morrison
concord_road

National Maritime Museum "Trent" images :-

TRENT (Br) 50.1 1841
Passenger liner, paddle
Royal Mail Steam Packet Co

P18341 (3S) C At quayside, Southampton. A copy negative. Same as P868.

P18342 (3) B 1861 A copy of an Illustrated London News woodcut showing her stopped by USS SAN JACINTO, Nov. 1861.

P868 (3S) B Laid up at Southampton, probably at the end of her career. Same as P18341

P869 (3S) C A repeat of P868. Same as P18341.

NB: Broken up St. Thomas ca.1871.

http://31.1911encyclopedia.org/S/ST/STEAMSHIP_LINES.htm

Royal Mail Steam Packet Company.

Soon after British-owned steamships began to run to America a company was formed by leading business men interested in the West Indies, to carry the mails from England to that part of the world. The charter of this company, to be known as the Royal Mail Steam Packet Company, was granted in 1839. The government believed that the institution of a line carrying the mails regularly to British possessions in the West Indies was likely to prove of benefit to the empire, and granted it a large subsidy.

The first contract with the government was entered into in March 1841. No less than fourteen large paddle-steamers capable of carrying the largest guns then used by the Royal Navy were at once ordered, and the service was opened with the Thames on the 3rd of January 1842, followed by other vessels in fortnightly succession. These steamers started from Falmouth and returned to Southampton, which was the company's headquarters, though it had no dock accommodation in those days. In 1846 the company began to carry the mails for places on the western coast of South America, the Pacific Steam Navigation Company receiving them at Panama. In January 1851, the company by contract with the government inaugurated a monthly service to Brazil and the river Plate, and new steamers were built which greatly increased the rapidity of transit. This company was therefore the first to institute direct mail communication by steamer between Europe and the countries of South America, as it had also been with the West Indies.

The company's vessels were employed continuously during the Crimean War in the transport of troops. It is interesting to note that it was from one of the company's ships, the Trent, that Slidell and Mason, the commissioners of the Confederate states, were taken on their way to Europe by a United States man-of-war. In 1872 the service to Brazil and the River Plate was doubled.

At the beginning of the 20th century the company seemed to be on the downward grade. But a change came over its fortunes. A new chairman, Sir Owen Philipps, took over the reins and new enterprises were started in several directions. The interest of the Pacific Steam Navigation Company in the Orient-Pacific Line to Australia was purchased in January 1906, and steamers despatched once a month from London to Australia through the Suez Canal. This enterprise, however, was discontinued when the new mail contract came into force in May 1909.

New twin-screw steamships of much greater tonnage than they had hitherto owned were constructed for the mail service to South America, and an extension was made into the tourist and cargo trade to Morocco, Madeira and the Canary Islands by the purchase of the old-established Forwood Line. Part of the fleet of the Shire Line to the Far East was also acquired. But the great development took place at the beginning of 1910, when the directors made the startling announcement that they had purchased the whole of the share capital of the Pacific Steam Navigation Company's business established in Liverpool only a year after the grant of their own royal charter. This absorption brought some forty ships many of them modern twin-screw steamships of a high class into the fleet, which was then placed amongst the big lines of the world. Another move was made when Sir Owen Philipps joined Lord Pirrie in organizing a company to take over the numerous enterprises of Sir Alfred Jones.

The West India Line steamers leave Southampton for the West Indies every fortnight, and after calling at Cherbourg proceed direct to Barbadoes, thence to Jamaica and Colon, whence they proceed to Savanilla and other local ports. From Barbadoes, Trinidad, La Guaira, branch lines run to Demerara and the islands. The Brazil and River Plate Line comprises a fortnightly service of mail steamers to Pernambuco, Bahia, Rio, Montevideo and Buenos Aires. The Shire Line steamers sail to the Far East every fortnight, as do those of the Islands service, whilst the Pacific Line despatches twin-screw passenger steamers and large cargo vessels alternate weeks from Liverpool to South American ports, besides maintaining local services up the West Coast. There are also cargo services to the West Indies and Mexico, and to the River Plate and intermediate ports.

--

WHR – The Times:

A mighty rush of wind.

By the night of the 10th, the wind had increased to gale force as Russell of the Times, who was stuck on board the Jason outside, could testify: "Ere midnight...the gale, setting right into the bay, raised a high wild sea, which rushed up the (1200 ft high) precipices in masses of water and foam, astonishing by their force and fury; and the strain on the cable was so great that the Captain had to ease it off by steaming gently ahead against the wind. The luckless Prince...adopted the same expedient, and of the numerous vessels outside...there were few which did not drag their anchors and draw towards the iron coast which lowered with death on its brow upon us. Guns of distress boomed through the storm, and flashes of musketry pointed out for a moment a helpless transport which seemed tossing in the very centre of the creaming foam of those stupendous breakers."

On this occasion the wind luckily dropped suddenly and disaster was averted, but Admiral Lyons had seen enough to move his warships around to Kamiesch and the Katcha. Dacres though was deaf to any entreaties. The merchantmen, including the garrison ammunition ship

Resolute fully loaded with munitions of every sort, were ordered to stay outside. Only Captain Ponsonby of the Trent, carrying horses sailed in defiantly to disembark them, and was roundly reprimanded for his pains.